European Maritime Safety Agency

SafeSeaNet Workshop no 15　　　　　　**SSN 15/5/1** (v.1.10)
Agenda item V　　　　　　　　　　　　　**4&5 May 2011**
Lisbon, 14 June 2011

SSN V2 Status at National Level

Submitted by EMSA

Executive summary	This document presents reports received from Member States.
Action to be taken	As per paragraph 3
Related documents	a. Replies of the M.S b. SSN 15/6/5

BACKGROUND INFORMATION

At SSN 3 the Member States agreed to provide EMSA with brief information regarding the SafeSeaNet status of implementation at national level. The reporting should be performed by all Member States every 4 months period following a standard format.

NATIONAL STATUS SUMMARY

The replies received from Members States are indicated in the attached Annex I. EMSA receive replies from the following Members States: **Bulgaria**, **Finland**, **Germany**, **Italy**, **Lithuania**, **Romania, Sweden** and **The UK**.

During the WS presentation Member States were requested to answer to the following questions:

1. When do you intend to phase out Port and Hazmat notifications?
2. For those MS's sending PortPlus using AIS data (ATA & ATD), if some information is filtered out and how?

ACTION REQUIRED

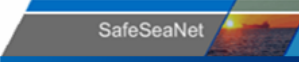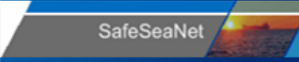The Member States are invited to note the above information.

ANNEX I – MS Status

BELGIUM

SafeSeaNet	Implementation					
Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✔	Phased out		✔	✖	"9999999" ✔
Interface	XML & WEB	-	-	XML	-	XML
Details	Phone	-	-	XML	-	Phone

Data quality

- Missing notifications: 3 out of 86 Hazmat
- MRS: WETREP not provided
- Hazmat details: 100% 📞
- PortPlus: 1 % of Hazmat sent after ship's departure from port (ATD)
- Unknown POB : 4% Port & 5% Hazmat

MS reply

WS comments:

To the above table:

- PortPlus notifications started to be provided last year;
- Belgium is working on the identified Data Quality issues;
- Belgium identified problems between the interfaces SSN - THETIS.

To the questions:

- Hazmat details phase out by end 2011. Belgium will use XML for providing the details;
- All of the Belgian ports are sending the ATA/ATD based on manual input by an operator of the port captain's office, except for one, that is providing ATA/ATD automatically based on the crossing of passage lines in combination with manual input.

BULGARIA

WS comments:

To the above table:

- PortPlus notifications started to be provided on 7 March. Web interface used in the transitional period;
- All Hazmat will be provided as a Doc.;

To the questions:

- ATA/ATD provided manually by the VTS operators.

FORMAT of SafeSeaNet REPORT on SYSTEM STATUS, OPERATIONS AND QUALITY

Date of report: **29.04.2011**

Origin: **BULGARIAN MARITIME ADMINISTRATION, EA**

Time period: **01.OCTOBER.2010 – 31.MARCH.2011**

1. SYSTEM STATUS AND DEVELOPMENT SCHEDULE

1.1. NCA status

1.1.1. Operational

Commissioned: 07.03.2011 second phase,

1.1.2. Not Operational

Under test: Describe the test result

Under development:

1.2. LCAs status

1.2.1. List of LCA connected to the NCA (sorted per type)

1. VTS – Varna;

2. VTS – Burgas;

3. MRCC – Varna;

1.3. Planning for new LCAs

NOT at the moment

1.4. AIS network

1.4.1. List of AIS shore base station operational

No	Site name	MMSI	Latitude	Longitude	Height of antenna
1	Kaliakra	002070812	43º 22' 46" N	28° 28' 06" E	96
2	Kichevo	002070813	43º 15' 51" N	27° 57' 36" E	370
3	Post 3	002070814	43º 11' 30" N	27° 45' 29" E	30
4	Emine	002070815	42º 43' 08" N	27° 52' 48" E	304
5	Burgas	002070816	42º 29' 21" N	27° 28' 31" E	52
6	Peak Kitka	002070817	42º 18' 28" N	27° 45' 30" E	252

1.4.2. Schedule development

2. SYSTEM OPERATIONS

2.1. Notifications

LCA	INTERFACE	SHIP		PORT	HAZMAT	INCIDENTS	SECURITY	PORTPLUS		TOTAL
		AIS	MRS					New	Update	
	XML	198579		1292	392	13	NO	773	YES	201049
	Web									
TOTAL		0	0	0	0	0	0			**0**

2.2. Requests

LCA	INTERFACE	SHIP	PORT	HAZMAT	INCIDENTS	SECURITY	SHIPCALL	TOTAL

		AIS	MRS							
	XML	52		48	10745	53			16	10994
	Web									
TOTAL		0	0	0	0	0	0			**0**

2.3. LOCODE

Number of LOCODE in use: 24

3. PERFORMANCES

3.1. System availability

The availability (A) is expressed as a percentage and is calculated by dividing the amount of Operational Time (OT) by the time required to be in operation (OTR). The time required to be in operation (expressed in hours) is 24 times the numbers of days in the reporting period including all maintenance downtime. The Operational Time (OT) is OTR minus the system downtime (DT) reported in hours. Downtime is the period of time when systems fail to perform its basic function.

$$A = (OT/OTR)*100 = (1- (DT/OTR)) *100$$

3.1.1. NCA

Name of the Authority	Bulgarian Maritime Administration, EA
Address	9, Dyakon Ignatiy str. 1000, Sofia, Bulgaria
Location (Latitude, Longitude)	42° 41' 37.7" N, 023° 19' 30.9" E
LOCODE	BGVAR
URL provider	https://ssn.vtmis.bg/services/ssnxml/eis
URL requester	https://ssn.vtmis.bg/services/ssnxml/eis
Telephone	+3592 9300927
Fax	+3592 9300920
Email	peter_iv@marad.bg
Website address (if available)	www.marad.bg

3.1.2. LCA

SSN LCA Name	VTS – Varna
Location (Latitude, Longitude)	43° 11' 28.6" N, 027° 55' 15.1" E
LOCODE	BGVAR
Address	5, Primorski boulevard, 9000, Varna, Bulgaria
Tel	+359 52 603113
Fax	+359 52 602317
Email	vsltraffic_vn@bgports.bg
Website address	

SSN LCA Name	VTS – Burgas
Location (Latitude, Longitude)	42° 29' 21.3" N 027° 28' 31.7" E
LOCODE	BGBOJ
Address	3, Kniaz A. Batemberg str. 8000, Burgas, Bulgaria
Tel	+359 56 844311
Fax	+359 52 875797
Email	vsltraffic_bs@bgports.bg
Website address	

SSN LCA Name	MRCC - Varna
Location (Latitude, Longitude)	43° 11' 28.6" N, 027° 55' 15.1" E
LOCODE	BGVAR
Address	5, Primorski boulevard, 9000, Varna, Bulgaria
Tel	+359 52 603268
Fax	+359 52 602265
Email	mrcc_vn@marad.bg
Website address	www.marad.bg

3.1.3. Reports on anomalies

No

4. DATA QUALITY ISSUES RESPONSE (AS PER DOC. SSN 15/6/5 -"SSN implementation and Data Quality")

4.1. Missing Port (or PortPlus) and Hazmat notifications

4.2. Missing Hazmat information

4.3. Overview of the number of Hazmat notifications sent by each MS by type of solution for providing the detailed part of the notification (XML, URL or phone/fax)

4.4. Overview of the number of Port Plus notifications reporting Hazmat data sent after ship's departure

4.5. Use of 'unknown' number of 'Persons on Board (POB)'

4.6. Overview of the percentage of Port Plus notifications reporting Hazmat data quoting as next port of call "unknown"

4.7. Overview of the percentage of Port Plus notifications sent by each MS identifying the last port of call

4.8.   Rejected PortPlus messages

4.9.   Other issues

5.   SSN TECHNICAL ISSUE RESPONSE – 2-WAY SSL STATUS

Please provide the current status of 2-way SSL. In case the testing and/or implementation is still to be made please provide the estimated dates.

6.   OTHER SIGNIFICANT ACTION

CYPRUS

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✔	Phased out		✔	N.A.	✖
Interface	XML	-	-	XML	-	-
Details	XML	-	-	-	-	-

Data quality

- **Missing notifications:** 3 out of 4 Hazmat
- **Hazmat details: 100%** *XML*

MS reply

WS comments:

DENMARK

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✔	Phased out		✔	✖	✔
Interface	XML	-	-	XML	-	WEB
Details	XML	-	-	-	-	WEB file

Data quality

- Missing notifications: 5 out of 130 Port & 12 out of 14 Hazmat
- MRS: BELTREP not provided
- Hazmat details: 83% XML & 17% http://www
- PortPlus: 26 % of Hazmat sent after ship's departure from port (ATD)
- Unknown POB : 76% Port & 10% Hazmat

MS reply

WS comments:

To the above table:

- BELTREP- the Danish maritime authority applied to IMO for a new resolution. Expect to provide this notification by next WS;
- POB unknown as the port system have not often this information.
- Danish SSN systems had 3 breakdowns due to an issue concerning the sliding window for resending notifications. Situation was promptly solved with the support of the MSS.

To the questions:

- Already phased out;
- ATA/ATD not provided via AIS.

ESTONIA

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✔	✔	✔	✔	✔	✔
Interface	SOAP	XML				WEB
Details	XML, Doc & Phone	-	Doc & Phone	-	-	Doc & WEB file

Data quality

- Missing notifications: 48 out of 50 Port & 6 out of 9 Hazmat
- Hazmat details: 94% ☎ & 5% [http://...] & 1% [KML]
- Unknown POB : 19% Port & 1% Hazmat

MS reply

WS comments:

To the above table:

- Hazmat sometimes not being provided for passengers vessel(legal issue);
- Problems in using 2way-SSL (expect to be solve by the end of May).

To the questions:

- Phased out Port and Hazmat in the previous week;
- ATA/ATD submitted by the agents. Estonia would like to have some advice on how to use AIS data to support the provision of ATA/ATD?

FINLAND

WS comments:

To the above table:

- PortPlus Commissioning tests started in December 2010. New dates for CT's already booked for 17-20 May 2011. Expected date to enter in production May 2011;
- Implementing MRS.

To the questions:

- Phase out of Port and Hazmat in June 2011;
- AIS not used to provide ATA/ATD.

FORMAT of SafeSeaNet REPORT on SYSTEM STATUS, OPERATIONS AND QUALITY

Date of report: **11.4.2011**

Origin: **FINLAND**

Time period: **01.OCTOBER.2010 – 31.MARCH.2011**

1. SYSTEM STATUS AND DEVELOPMENT SCHEDULE

1.1. NCA status

1.1.1. Operational

Commissioned: date,

Port and Hazmat notifications commissioned: 1.3.2007

Ship notification/AIS commissioned 27.2.2009

Ship notification/MRS commissioned 26.8.2010

Maritime Incident reports commissioned 26.8.2010

1.1.2. Not Operational

Under test: Port plus notification; CT-tests started in March 2011 and to be continued in April 2011

Under development:

1.2. LCAs status

1.2.1. List of LCA connected to the NCA (sorted per type)

POR users: Port authorities in Finland according to the list of ports.

CST users:

> Finnish Customs; National service center for ship declarace

> Finnish Navy; Coastal stations

> Frontier Guard; MRCC/MRSC

> Finnish Environment Institute; Emergency center

> VTS centers in Helsinki and Turku

> Finnish Transport Agency; Traffic management

> Finnish Traffic Safety Agency; Maritime Security department

1.3. Planning for new LCAs

1.4. AIS network

1.4.1. List of AIS shore base station operational

AIS transceiver location identifier[5]	MMSI	Operational status identifier[6]
Finland AIS Station / Ajos	00230 0081	OPER
Finland AIS Station / Emasalo	00230 0047	OPER
Finland AIS Station / Geta	00230 0088	OPER
Finland AIS Station / Haapasaari	00230 0085	OPER
Finland AIS Station / Harmaja	00230 0048	OPER
Finland AIS Station / Isokari	00230 0073	OPER
Finland AIS Station / Joensuu	00230 0069	OPER
Finland AIS Station / Joutseno	00230 0066	OPER
Finland AIS Station / Kallan	002300087	OPER
Finland AIS Station / Kaskinen	00230 0082	OPER
Finland AIS Station / Kitee	00230 0070	OPER
Finland AIS Station / Kuopio	00230 0063	OPER
Finland AIS Station / Lappvik	00230 0084	OPER
Finland AIS Station / Lohtaja	00230 0078	OPER
Finland AIS Station / Marianhamina	00230 0052	OPER
Finland AIS Station / Mikkeli	00230 0065	OPER
Finland AIS Station / Nuijamaa	00230 0067	OPER
Finland AIS Station / Orrengrund	00230 0046	OPER
Finland AIS Station / Pori	00230 0071	OPER
Finland AIS Station / Raahe	00230 0079	OPER
Finland AIS Station / Rauma	00230 0072	OPER
Finland AIS Station / Russaro	00230 0053	OPER

AIS transceiver location identifier[5]	MMSI	Operational status identifier[6]
Finland AIS Station / Santio	00230 0074	OPER
Finland AIS Station / Savonlinna	00230 0068	OPER
Finland AIS Station / Sottunga	00230 0075	OPER
Finland AIS Station / Turku	00230 0050	OPER
Finland AIS Station / Upinniemi	00230 0049	OPER
Finland AIS Station / Uto	00230 0051	OPER
Finland AIS Station / Vaasa	00230 0077	OPER
Finland AIS Station / Varkaus	00230 0064	OPER
Finland AIS Station / Virpiniemi	00230 0080	OPER

1.4.2. Schedule development

No scheduled development

2. SYSTEM OPERATIONS

2.1. Notifications

LCA	INTERFACE	SHIP		PORT	HAZMAT	INCIDENTS	SECURITY	PORTPLUS		TOTAL
		AIS	MRS					New	Update	
	XML									
	Web									
TOTAL		562380	255000	25057	4610	3	0	0	**0**	**847050**

2.2. Requests

LCA	INTERFACE	SHIP		PORT	HAZMAT	INCIDENTS	SECURITY	SHIPCALL	TOTAL
		AIS	MRS						
	XML								
	Web								
TOTAL		0	0	0	0	0	0		**0**

2.3. LOCODE

Number of LOCODE in use: 54

3. PERFORMANCES

3.1. System availability

The availability (A) is expressed as a percentage and is calculated by dividing the amount of Operational Time (OT) by the time required to be in operation (OTR). The time required to be in operation (expressed in hours) is 24 times the numbers of days in the reporting period including all maintenance downtime. The Operational Time (OT) is OTR minus the system downtime (DT) reported in hours. Downtime is the period of time when systems fail to perform its basic function.

$$A = (OT/OTR)*100 = (1- (DT/OTR)) *100$$

3.1.1. NCA

99%

3.1.2. LCA

99%

3.1.3. Reports on anomalies

SafeSeaNet Finland has been unavailable for a short period of time due to system transfer during server maintenance between the following dates: 25.1.2011 and 26.1.2011.

4. DATA QUALITY ISSUES RESPONSE (AS PER DOC. SSN 15/6/5 -"SSN implementation and Data Quality")

4.1. Missing Port (or PortPlus) and Hazmat notifications

4.2. Missing Hazmat information

4.3. Overview of the number of Hazmat notifications sent by each MS by type of solution for providing the detailed part of the notification (XML, URL or phone/fax)

Finland is providing all Hazmat details per XML.

4.4. Overview of the number of Port Plus notifications reporting Hazmat data sent after ship's departure

N/A

4.5. Use of 'unknown' number of 'Persons on Board (POB)'

N/A

4.6. Overview of the percentage of Port Plus notifications reporting Hazmat data quoting as next port of call "unknown"

N/A

4.7. Overview of the percentage of Port Plus notifications sent by each MS identifying the last port of call

N/A

4.8. Rejected PortPlus messages

N/A

4.9. Other issues

Port Plus message to be implemented in May 2011

5. SSN TECHNICAL ISSUE RESPONSE – 2-WAY SSL STATUS

Please provide the current status of 2-way SSL. In case the testing and/or implementation is still to be made please provide the estimated dates.

2-way SSL in operation since 1.12.2010

6. OTHER SIGNIFICANT ACTION

FRANCE

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✔	✔	Phased out	✔	✔ partial	✔
Interface	XML	XML	-	XML	XML	XML
Details	Doc & Phone	-	-	-	XML	XML & Doc

Data quality

- Missing notifications: 33 out of 130 & 37 out of 76 Hazmat
- MRS: WETREP not provided
- Hazmat details: 76% http:// & 24% ☎
- Unknown POB : 98% Port & 33% Hazmat

MS reply

WS comments:

To the above table:

- PortPlus in almost all French ports (only 2/3 ports not using PortPlus);
- Preliminary study started for the phase out of phone & fax (Hazmat details). There is no guarantee that this would be possible before January 2012;
- 20% of PortPlus notifications provided to SSN do not reach the THETIS system. France would appreciate a data quality global analysis on the causes of rejection to be coordinated by EMSA.

To the questions:

- Phase out of Port notifications for soon as pressure will be made on Port authorities;
- AIS not used to provide ATA/ATD.

GERMANY

WS comments:

To the above table:

- Incident reporting notifications – Business rules are in development. Expect to start providing via the WEB in June 2011 and via XML in 2012.

To the questions:

- Phase out Hazmat notifications by mid/end 2012.
- AIS not used to provide ATA/ATD.

FORMAT of SafeSeaNet REPORT on SYSTEM STATUS, OPERATIONS AND QUALITY

Date of report: **15.APRIL 2011**

Origin: **FEDERAL MINISTRY OF TRANSPORT, BUILDING AND URBAN DEVELOPMENT, GERMANY**

Time period: **01.OCTOBER.2010 – 31.MARCH.2011**

1. SYSTEM STATUS AND DEVELOPMENT SCHEDULE

1.1. NCA status

1.1.1. Operational

The NCA of Germany is the Ministry of Transport, Building and Urban Development.

The Central Command for Maritime Emergencies Germany has been designated for operational tasks of SafeSeaNet at national level.

Commissioned: July 2006

The Central Command for Maritime Emergencies Germany has been designated as the German single contact Point 24/7 for SSN

Authority	First Name	Last Name	Phone	Fax	E-mail	LOCODE	Address	Country
Central Command for Maritime Emergencies Germany	officer in charge		+ 49 (0) 4721/567-392	+ 49 (0) 4721/554-744 or - 745	MLZ@havari ekommando. de	DECUX	Am Alten Hafen 2 27472 Cuxhaven	Germany

1.2. LCAs status

1.2.1. List of LCA connected to the NCA (sorted per type)

Germany has decided to apply the Single Point of Contact architecture for communication with SafeSeaNet central index server. No LCA of Germany will be connected directly to the central index server.

The following authorities are connected to the Single Point of Contact architecture of Germany for communication with SafeSeaNet central index server:

- All German VTS Centres (North Sea and the Baltic Sea)

- The Central Command for Maritime Emergencies Germany

- The Ports of Hamburg, Bremen, Bremerhaven, all ports of the country Mecklenburg-Vorpommern , and Lübeck/Travemünde are connected via 2way SSL.

- The other German ports are client users in the German central system ZMGS.

- For the SSN port reporting the relevant port authorities (48) are provided in SSN management console (Supervisor authority is the NCA Germany)

All connected port it-platforms published in the official journal for traffic affairs (Germany) are accepted to be used as interfaces for reporting input to the "single point of contact" to the central German system ZMGS. All ports in Germany are connected.

- For the SSN alert reporting the relevant authorities are provided in SSN management console (Supervisor authority is the NCA Germany)

1.3. Planning for new LCAs

1.4. AIS network

1.4.1. List of AIS shore base station operational

North sea

Borkum	Norderney	Helgoland
Wybelsum	Wilhelmshaven	AlteWeser
Bremerhaven	Hunte	Lankenau
Cuxhaven	Garding	Kampen
Brunsbüttel	Rhinplate	Wedel

Baltic sea

Darßer Ort	Stubbenkammer	Buk
Warnemünde	Groß Klein	Dänholm
Karlshagen	Holnis	Kappeln
Eckernförde	Friedrichsort	Lübeck-Bauhof
Travemünde	Heiligenhafen	Marienleuchte

1.4.2. Schedule development

None

2. SYSTEM OPERATIONS

2.1. Notifications

LCA	INTERFACE	SHIP		PORT	HAZMAT	INCIDENTS	SECURITY	PORTPLUS		TOTAL
		AIS	MRS					New	Update	
	XML									
	Web									
TOTAL		0	0	0	0	0	0			**0**

2.2. Requests

LCA	INTERFACE	SHIP		PORT	HAZMAT	INCIDENTS	SECURITY	SHIPCALL	TOTAL
		AIS	MRS						
	XML								
	Web								
TOTAL		0	0	0	0	0	0		**0**

2.3. LOCODE

Number of LOCODE in use:

Germany uses the entirely UN ECE Location code version 2010-2 with the attribute function = port function

Waypoints are implemented in the German system but set to inactive. Sending waypoints is possible if needed.

3. PERFORMANCES

3.1. System availability

The availability (A) is expressed as a percentage and is calculated by dividing the amount of Operational Time (OT) by the time required to be in operation (OTR). The time required to be in operation (expressed in hours) is 24 times the numbers of days in the reporting period including all maintenance downtime. The Operational Time (OT) is OTR minus the system downtime (DT) reported in hours. Downtime is the period of time when systems fail to perform its basic function.

$$A = (OT/OTR)*100 = (1- (DT/OTR)) *100$$

3.1.1. NCA

Status of German central system ZMGS is high available. This means also high performance in message flow (minimized request and response times).

Down time of the German central system ZMGS in the questioned time-period and in the last twelve month = 0 minutes (no downtime)

3.1.2. LCA

None

3.1.3. Reports on anomalies

None

4. DATA QUALITY ISSUES RESPONSE (AS PER DOC. SSN 15/6/5 -"SSN implementation and Data Quality")

4.1. Missing Port (or PortPlus) and Hazmat notifications

For Germany the report stated 3% of missing Port and 15% of missing Hazmat notifications

Investigations on national level were performed to decrease missing notifications in future.

In December 2010 the "Internal Waters (Entering Requirements) Ordinance" was amended. In the part regarding administrative offences new penalties were included regarding missing, mismatched or delayed declarations.

4.2. Missing Hazmat information

See 4.1

4.3. Overview of the number of Hazmat notifications sent by each MS by type of solution for providing the detailed part of the notification (XML, URL or phone/fax)

Germany sends Hazmat details referring to an URL (pdf.- format)

4.4. Overview of the number of Port Plus notifications reporting Hazmat data sent after ship's departure

None – this modul of PortPlus isn't realised yet -

4.5. Use of 'unknown' number of 'Persons on Board (POB)'

For Germany the report stated only 24% of dummy values in the PortPlus notification. The SSV V1 Portnotification was faced out at 6th of January 2011. The decreasing of Dummy values could be reached by building up a new interface using web services.

Investigations on national level were performed to further decreasing dummy values regarding PoB in future.

For SSN HAZMAT notifications the dummy values regarding PoB a quite high. Germany is planning to build up also a new interface using web services for HAZMAT declarations in 2012.

4.6. Overview of the percentage of Port Plus notifications reporting Hazmat data quoting as next port of call "unknown"

None – this modul of PortPlus isn't realised yet -

4.7. Overview of the percentage of Port Plus notifications sent by each MS identifying the last port of call

None – the attribute last port of call isn't a mandatory attribute

4.8. Rejected PortPlus messages

Germany extracted to main error type regarding rejected PortPlus messages

Issue 1: IMO number is different in updates – problem will be solved soon by adding more restrictive validation rules at national level

Issue 2: Cancellation or update of voyages with ShipCallId deleted by SSN because of same IMO, same PortofCall, similar ETA/ETD – problem couldn't be solved yet by Germany because of missing description how SSN treats those cases

4.9. Other issues

None

5. **SSN TECHNICAL ISSUE RESPONSE – 2-WAY SSL STATUS**

Please provide the current status of 2-way SSL. In case the testing and/or implementation is still to be made please provide the estimated dates.

Implementation of 2-way SSL (production) in November 2010

6. **OTHER SIGNIFICANT ACTION**

None

GRECCE

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✔	✔	✔	✔	N.A.	✔
Interface	XML	XML & WEB		XML	-	WEB
Details	Phone	-	XML & Phone	-	-	XML & WEB file

Data quality

- Missing notifications: 21 out of 130 Port & 8 out of 17 Hazmat
- Hazmat details: 82% ☎ & 18% XML
- Unknown POB : 7% Port & 5% Hazmat

MS reply

WS comments:

ICELAND

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✔	Phased out		✔	✔	✘
Interface	XML	-	-	XML		-
Details	Doc	-	-	-	Phone	-

Data quality

- Missing notifications: 1 out of 145 Port
- Hazmat details: 100% [http://...]
- PortPlus: 15% of Hazmat sent after ship's departure from port (ATD)
- Unknown POB : 73% Hazmat

MS reply

WS comments:

To the above table:

- PortPlus alive since 11 January 2011.
- Incidents not provided. Implementation to be made.

To the questions:

- AIS used to provide ATA/ATD (fishing vessels are being filtered).

IRELAND

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✔	Phased out		✔	✘	✔
Interface	SOAP	-	-	XML	-	XML & WEB
Details	Doc & Phone	-	-	-	-	Doc & WEB file

Data quality

- Missing notifications: 27 out of 130 Port & 2 out of 2 Hazmat
- MRS: WETREP not provided
- Hazmat details: 52% ☎ & 48% 🌐
- PortPlus: 42% of Hazmat sent after ship's departure from port (ATD)

MS reply

WS comments:

To the above table:

- PortPlus implemented since 29 November 2010.
- Comment on the data quality paper 15.6.5
  - Phasing out phone/fax by January 2012? EMSA confirmed that phone& fax will be phased-out by the end of 2011 (for Hazmat details). This solution will only be accepted as a backup.
  - Hazmat late notifications: it takes IE one or two minutes to compile the information from local level and send it to the central system. Is that already late? EMSA replied that a warning is sent every time the SentAt>ETD.
  - SSN Data quality should also include THETIS data.

To the questions:

- AIS used to provide ATA/ATD (existing mechanism for filtering data).

ITALY

| Notifications | PortPlus | Port | Hazmat | Ship | | Incidents |
				AIS	MRS	
Operational	✔	✔	✔	✔	✔	✔
Interface	XML					WEB
Details	XML, Doc & Phone	-	XML & Phone	-	XML, Doc & Phone	XML & WEB file

Data quality

- Missing notifications: 1 out of 140 Port & 7 out of 86 Hazmat
- Hazmat details: 99% XML & 1% ☎
- Unknown POB : 28% Port & 16% Hazmat

MS reply

- Italian SSN complies with Directive 2002/59/Ec as amended by Directive 2009/17/EC.
- Italy intends to apply article 15 provisions(exemptions) with regard to scheduled services performed between national ports
- MS status provided without comments to the doc. SSN 15/6/5 - "SSN implementation and Data Quality"

WS comments:

To the above table:

- PortPlus operational end of March;
- Information added manually. Italy is testing a new system "PMIS" which links the Coast Guards with Port stakeholders;
- AIS – 1 way SSL. Italy is not using XML interface for sending AIS data.
- Difficulties in providing Hazmat details in XML due to the quantity of data provided manually;

To the questions:

- AIS not used to provide ATA/ATD.

SAFESEANET REPORT ON ITALIAN SYSTEM STATUS, ACTIVITY AND PERFORMANCE
(Annex V – ICD issue, 1 Revision 0 Date: 20 June 2006)

Date of report: 1ᵗʰ of April 2011

Origin: NCA ITALY

Time period: 01.OCT.2010 – 31.MAR.2011

1- System Status

- Compliance with Directive 2002/59/EC:
  Italian SafeSeaNet complies with Directive 2002/59/EC as amended by Directive 2009/17/EC. In general, Italy has fully implemented Directive 2002/59/EC (as explained and clarified by our letter No. 35722 on April 14, 2010, addressed to the EC, DG Transport, Directorate C). Directive 2009/17/EC has been implemented in the Italian legislation by publication (on March 11, 2011) of the Legislative Decree No. 18 on February 16, 2011, on the Official Journal of the Italian Republic.
  EMSA inspected Italy in its visit from 22 to 26 March 2010; a report was sent on 7 Oct. 2010.

- National organisation status:
  i. Italian SSN v.1 has been operational since 31 Oct. 2006.
     Italian SSN v.2 passed tests with EMSA on 25 Jan. 2011 (mail received from EMSA MSS on 25 Jan. 2011 at 17:11).

     The Italian SSN v.2 production phase has been split up (as agreed with EMSA) into three steps, as follows:
     - **step 1**: Genova (Genoa), La Spezia, Savona, Livorno, Civitavecchia, Palermo, Cagliari, Venezia (Venice), Trieste and Gioia Tauro (ten outstanding Italian ports) LCA's as of **1 March 2011**;
     - **step 2**: 20 more LCA's (Ancona, Bari, Taranto, Chioggia, Brindisi, Oristano, Catania, Siracusa, Augusta, Olbia, Porto Torres, Trapani, Pescara, Ravenna, Napoli (Naples), Gaeta, Monfalcone, Marina di Carrara, Pozzallo, Salerno) as of **15 March 2011**;
     - **step 3**: 19 remaining LCA's (Messina, Reggio Calabria, Piombino, Porto Santo Stefano, Portoferraio, Milazzo, Ischia, Rome/Fiumicino, Imperia, La Maddalena, Porto Empedocle, Lampedusa, Pantelleria, Mazara del Vallo, Gela, Termoli, Ortona, Crotone, Vibo Valentia) as of **29 March 2011**.

  ii. NCA status: The Italian Coast Guard Headquarters is the Italian NCA. Italian NCA operations centre (Rome) is operational 24/7.

  iii. LCAs status: Some (49) of the Italian Coast Guard Offices have been appointed LCA's. The Italian LCA's are operational 24/7.

  In the second half of 2010, Italy decided to cut down the amount of LCA's from 74 to 49, using the "permitted LOCODE" system (see list below):

No.	Location					
	Regional Maritime Dept.s	Major Harbour Offices	Minor Harbour Offices	LCA	Locode	Perm. Locode of
1	ANCONA			X	ITAOI	

No.	Location					
2			FALCONARA (SEZ)		ITFAL	ANCONA
3		PESARO			ITPES	ANCONA
4	BARI			X	ITBRI	
5			MONOPOLI (CIRC.)		ITMNP	BARI
6		MOLFETTA			ITMOL	BARI
7			BARLETTA (CIRC.)		ITBLT	BARI
8		TARANTO		X	ITTAR	
9		BRINDISI		X	ITBDS	
10		GALLIPOLI			ITGAL	BARI
11			OTRANTO (CIRC)		ITOTO	BARI
12		MANFREDONIA			ITMFR	BARI
13	CAGLIARI			X	ITCAG	
14			SANT'ANTIOCO (CIRC.)		ITNTA	CAGLIARI
15			SARROCH (PORTO FOXI-Sez.)		ITPFX	CAGLIARI
16			ARBATAX (CIRC)		ITATX	CAGLIARI
17			PORTOSCUSO (CIRC)		ITPVE	CAGLIARI
18		ORISTANO		X	ITQOS	
19	CATANIA			X	ITCTA	
20		SIRACUSA		X	ITSIR	
21			SANTA PANAGIA (Sez)		ITSPA	CATANIA
22		POZZALLO		X	ITPZL	
23		MILAZZO		X	ITMLZ	
24			LIPARI (CIRC)		ITLIP	MILAZZO
25		MESSINA		X	ITMSN	
26			GIARDINI NAXOS (L)		ITGIA	MESSINA
27		AUGUSTA		X	ITAUG	
28	GENOVA			X	ITGOA	
29			SANTA MARGHERITA LIGURE (CIRC.)		ITSML	GENOVA
30			PORTOFINO (L)		ITPTF	GENOVA
31		SAVONA		X	ITSVN	

No.	Location					
32			VADO LIGURE (L)		ITVDL	SAVONA
33		IMPERIA		X	ITIMP	
34		LA SPEZIA		X	ITSPE	
35			PORTOVENERE (L)		ITPRW	LA SPEZIA
36	LIVORNO			X	ITLIV	
37			VADA (L)		ITVDA	LIVORNO
38			PIOMBINO (CIRC)	X	ITPIO	
39			PORTO SANTO STEFANO (CIRC)	X	ITPSS	
40			TALAMONE (L)		ITTAL	PORTO S. STEFANO
41			GIGLIO (L)		ITIDG	PORTO S. STEFANO
42		PORTOFERRAIO		X	ITPFE	
43			PORTO AZZURRO (L)		ITPAZ	PORTOFERRAIO
44		VIAREGGIO			ITVIA	LIVORNO
45		MARINA DI CARRARA		X	ITMDC	
46			FOLLONICA (L)		ITFOL	MARINA DI CARRARA
47	NAPOLI			X	ITNAP	
48			CAPRI (L)		ITPRJ	NAPOLI
49			CASTELLAMMARE DI STABIA		ITCAS	NAPOLI
50			SORRENTO (L)		ITRRO	NAPOLI
51			TORRE ANNUNZIATA (CIRC)		ITTOA	NAPOLI
52			ISCHIA (CIRC)	X	ITISH	
53			CASAMICCIOLA (L)		ITCML	ISCHIA
54			PROCIDA		ITPRO	NAPOLI
55			POZZUOLI (CIRC)		ITPOZ	NAPOLI
56		SALERNO		X	ITSAL	
57			AMALFI		ITAMA	SALERNO
58	OLBIA			X	ITOLB	
59			GOLFO ARANCI (CIRC)		ITGAI	OLBIA

No.	Location					
60		PORTO TORRES		X	ITPTO	
61			ISOLA ASINARA		ITISN	P. TORRES
62			ALGHERO (CIRC)		ITAHO	P. TORRES
63		LA MADDALENA		X	ITMDA	
64			PALAU (L)		ITPAU	LA MADDALENA
65			SANTA TERESA DI GALLURA (D)		ITSTE	LA MADDALENA
66	PALERMO			X	ITPMO	
67			TERMINI IMERESE (CIRC)		ITTRI	PALERMO
68			USTICA (D)		ITUST	PALERMO
69		PORTO EMPEDOCLE		X	ITPEM	
70			LICATA (CIRC.)		ITLIC	P. EMPEDOCLE
71			LAMPEDUSA (CIRC)	X	ITLMP	
72		MAZZARA DEL VALLO		X	ITMAZ	
73		TRAPANI		X	ITTPS	
74			MARSALA (CIRC.)		ITMRA	TRAPANI
75			MARETTIMO		ITMMO	TRAPANI
76			LEVANZO (Sez)		ITLEV	TRAPANI
77			ISOLOTTO FORMICA		ITFOR	TRAPANI
78			FAVIGNANA (LOC.)		ITFAV	TRAPANI
79			PANTELLERIA (CIRC)	X	ITPNL	
80		GELA		X	ITGEA	
81	PESCARA			X	ITPSR	
82		TERMOLI		X	ITTMI	
83			TREMITI (ISOLA) (L)		ITTMT	TERMOLI
84		ORTONA		X	ITOTN	
85			VASTO (CIRC)		ITVSO	ORTONA
86	RAVENNA			X	ITRAN	
87		RIMINI			ITRMI	RAVENNA
88	REGGIO CALABRIA			X	ITREG	

No.	Location					
89			VILLA SAN GIOVANNI (L)		ITVSG	REGGIO CALABRIA
90			CORIGLIANO CALABRO		ITCGC	REGGIO CALABRIA
91			CROTONE	X	ITCRV	
92			VIBO VALENTIA	X	ITVVA	
93			GIOIA TAURO	X	ITGIT	
94	ROMA FCO			X	ITFCO	
95			GAETA	X	ITGAE	
96			FORMIA (L)		ITFOM	GAETA
97			PONZA (L)		ITPNZ	GAETA
98			CIVITAVECCHIA	X	ITCVV	
99	TRIESTE			X	ITTRS	
100			MONFALCONE	X	ITMNF	
101			PORTO NOGARO (CIRC)		ITPNG	MONFALCONE
102	VENEZIA			X	ITVCE	
103			CHIOGGIA	X	ITCHI	
104			PORTO LEVANTE (L)		ITPVT	CHIOGGIA
105			PORTO VIRO		ITPOQ	CHIOGGIA

List of LCA's where a VTS Centre in full operational capability has been implemented:

- Bari
- Taranto
- Brindisi
- La Maddalena
- Messina (alternate Reggio Calabria)
- Genova
- La Spezia
- Savona
- Palermo
- Mazara del Vallo
- Trapani

List of LCA's where a VTS Centre currently in on-the-job training (Pre-IOC or IOC) has been implemented:

- Cagliari
- Catania
- Pozzallo
- Pantelleria
- Gioia Tauro
- Trieste
- Monfalcone
- Venice
- Chioggia
- Vieste

List of operational AIS shore base stations (a full AIS coverage of the Italian coasts has been achieved.. AIS is integrated in VTS Centres, managed by Italian Coast Guard).

AIS transceiver location identifier 1	MMSI	Operational status identifier 2	Latitude	Longitude
Isola Gorgona	002470012	OPER	43°25'49" N	009°53'57" E
Monte Capanne	002470052	OPER	42°46'24" N	010°09'47" E
Monte Paradiso	002470024	OPER	42°05'33" N	011°50'54" E
Monte Cavo	002470013	OPER	41°45'19" N	012°42'49" E
Monte Epomeo	002470014	OPER	40°43'50" N	013°54'08" E
Monte Maielletta	002470025	OPER	42°09'45" N	014°05'53" E
Monte Serpeddì	002470023	OPER	39°22'17" N	009°17'51" E
Forte Castellaccio	002470011	OPER	44°26'10" N	008°55'56" E
Monte Orlando	002470026	OPER	41°13'05" N	013°33'54" E
Monte Conero	002470017	OPER	43°33'11" N	013°36'14" E
La Maddalena (Guardiavecchia)	002470027	OPER	41°13'43" N	009°23'24" E
Lampedusa	002470028	OPER	35°25'48" N	013°01'53" E
Monte Perdifumo	002470029	OPER	40°15'11" N	013°01'53" E
Briatico	002470030	OPER	38°39'07" N	016°00'50" E
Capo Vaticano	002470031	OPER	38°37'14" N	015°49'41" E
Monte del Gallo	002470032	OPER	38°25'52" N	016°25'07" E

Monte S. Michele	002470033	OPER	39°17'20" N	016°58'26" E
Otranto	002470034	OPER	40°08'18" N	018°29'39" E
Monte S. Nicola	002470016	OPER	40°53'53" N	017°16'59" E
Monte Belvedere	002470020	OPER	45°40'38" N	013°47'52" E
Badde urbara	002470035	OPER	40°09'38" N	008°37'51" E
Monte Lauro	002470036	OPER	37°07'02" N	014°49'28" E
Antennammare	002470037	OPER	38°09'50" N	015°29'30" E
Tavolara	002470038	OPER	40°55'04" N	009°43'46" E
Montagna Grande	002470039	OPER	36°46'48" N	012°05'10" E
Carloforte (Isola di S. Pietro)	002470041	OPER	39°09'47" N	008°16'46" E
Punta Tricoli	002470042	OPER	39°51'35" N	009°31'09" E
Monte Pellegrino	002470022	OPER	38°09'58" N	013°12'22" E
Monte Redentore	002470043	OPER	40°39'15" N	017°22'12" E
Monte Iacotenente	002470044	OPER	41°47'30" N	016°02'55" E
Monte Venda	002470019	OPER	45°19'00" N	011°41'19" E
Monte Erice	002470045	OPER	38°02'15" N	012°35'21" E
Rupe Atenea	002470053	OPER	37°19'46" N	013°38'53" E
Piattaforma AGIP	002470018	OPER	44°31'51" N	012°30'55" E
Faro Santa Maria di Leuca	002470047	OPER	39°47'46" N	018°22'10" E
Monte Bignone	002470048	OPER	43°52'07" N	007°44'39" E
Salento Turrisi	002470049	OPER	40°03'50" N	018°08'41" E
Isola Asinara	002470050	OPER	41°05'11" N	008°18'36" E
Monte S. Biagio	002470051	OPER	39°59'21" N	015°43'33" E
La Spezia	002470054	OPER	44°04'03"N	009°48'57"E
Napoli	002470055	OPER	40°50'38"N	014°15'48"E
Brindisi	002470056	OPER	40°38'16"N	017°57'15"E
San Benedetto del Tronto	002470057	OPER	42°46'50"N	013°35'09"E

Venezia Malamocco	002470058	OPER	45°20′24″N	012°18′39″E
Pesaro Faro S.Bartolo	002470059	OPER	43°55′24″N	012°52′55″E
Bari –Molo Foraneo	002470065	OPER	41°08'8" N	016°52'16"E
Argentario	002470066	OPER	42°23'13"N	011°10'6"E
Gibilmanna	002470067	PLAN	37°59'25"N	014°01 30"E
San Gregorio	002470074	PLAN	37°33′53"N	015°06'13"E
Capo Spartivento	002470066	PLAN	37°59'29"N	016°00'43"E

1 name, number, etc
*2 **OPER**- Operational, **PLAN**-planned*

iv. Planning for new LCA's: null

v. Future development: null

2- Activity

- Results of messages exchanged with SSN

i. NCAs Notifications

LCA	INTERFACE	SHIP		PORT	HAZMAT	ALERT	PORT PLUS (from 1st of March)	TOTAL
		AIS	MRS					
	XML	1.849.244	4.389	84.024	13.549	0	14.038	1.965.244
	WEB	0	0	0	0	103	0	103
TOTAL		1.849.244	4.389	84.024	13.549	103	14.038	1.965.347

ii. NCAs Requests

LCA	INTERFACE	SHIP	PORT	HAZMAT	ALERT	SECURITY	TOTAL
	XML						
	Web						
TOTAL							

iii. Other: the amount of Locode used is 105 (see section 1, iii above).

3- Performances
- System availability
Availability (A) is expressed as a percentage and is calculated by dividing the amount of Operational Time (OT) by the time required to

be in operation (OTR). The time required to be in operation (expressed in hours) is 24 times the number of days in the reporting period including all maintenance downtime. The Operational Time (OT) is OTR minus the system downtime (DT) reported in hours. Downtime is the period of time when the system fails to perform its basic function.

$$A = (OT/OTR)*100 = (1- (DT/OTR)) *100$$

i. NCA

$$98,7\% = (4548/4608)*100 = (1-(60/4608)))*100$$

ii. LCA

   (N.A.)

iii. Other:

As reported above (para 1), Italy has completed transition to SSN v.2 production phase in March 2011. In the first month of operation, a large number of system failures occurred, and we are working hardly with our private contractor to solve all the problems arisen and to improve availability of the new SSN v.2 (which differs thoroughly from the SSN v.1 both in SW and in HW).

4- Other significant action

With the full legal implementation of 2009/17/EC directive (national legislative decree No. 18 on 16 Feb. 2011), Italy intends to apply article 15 provisions (exemptions) for vessels from the requirements of articles 4 and 13, with regard to scheduled services performed between national ports.

LATVIA

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✔	Phased out		✔	N.A.	✖
Interface	XML	-	-	XML	-	-
Details	Doc	-	Doc	-	-	-

Data quality

- Missing notifications: 4 out of 38 Hazmat
- Hazmat details: 100% [http://...]
- PortPlus: 3% of Hazmat sent after ship's departure from port (ATD)
- Unknown POB : 54% Hazmat

MS reply

WS comments:

To the above table:

- PortPlus operational since 17 January 2011;

To the questions:

- AIS used to provide ATA/ATD. Data sent is being validated by operators (fishing vessels out of the scope).

LITHUANIA

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✔	✔	✔	✔	N.A.	✖
Interface	XML	WEB	WEB	XML	-	-
Details	Doc	-	Phone	-	-	-

Data quality

- Missing notifications: 4 out of 140 Port & 8 out of 28 Hazmat
- Hazmat details: 96% [http://...] & 4% ☎
- PortPlus: 24% of Hazmat sent after ship's departure from port (ATD)
- Unknown POB : 1% Port

MS reply

- Missing notifications: 3% Port & 29% Hazmat
- Hazmat details: 44 provided via url & 327 provided via XML.
- PortPlus: 24% Hazmat sent after ATD.
- Unknown POB: 0%
- Rejected messages: 225.
- Buitinge Oil Terminal planning to start with 2-way SSL from 1 July 2011.

WS comments:

To the questions:

- Phase out of Port and Hazmat as soon as Butinge oil terminal will provide P+ through XML (planned for July);
- AIS used to provide ATA/ATD. No information concerning any filtering.

FORMAT of SafeSeaNet REPORT on SYSTEM STATUS, OPERATIONS AND QUALITY

Date of report:

Origin: **THE LITHUANIAN SAFETY ADMINISTRATION**

Time period: **01.OCTOBER.2010 – 31.MARCH.2011**

1. **SYSTEM STATUS AND DEVELOPMENT SCHEDULE**

    1.1. NCA status

    1.1.1. Operational

    Commissioned: date,

Klaipeda State Sea Port Authority: 01. October.2010 – 31.March.2011
Butinge Oil Terminal: 01. October.2010 – 31.March.2011

1.1.2. Not Operational

Under test: Describe the test result

Under development:

1.2. LCAs status

1.2.1. List of LCA connected to the NCA (sorted per type)

1.3. Planning for new LCAs

1.4. AIS network

1.4.1. List of AIS shore base station operational:

Klaipeda

1.4.2. Schedule development

The Lithuanian Safety Administration planning to create National Ship Traffic monitoring centre at the end of 2012 or at the beginning of 2013. This project will renew all AIS shore base station. For today The Lithuanian Safety Administration working on project's preparatory documents.

2. SYSTEM OPERATIONS

2.1. Notifications

| LCA | INTERFACE | SHIP | | PORT | HAZMAT | INCIDENTS | SECURITY | PORTPLUS | | TOTAL |
		AIS	MRS					New	Update	
	XML	50678						1755	8885	61318
	Web			44	44					88
TOTAL		0	0	0	0	0	0			**0**

2.2. Requests

| LCA | INTERFACE | SHIP | | PORT | HAZMAT | INCIDENTS | SECURITY | SHIPCALL | TOTAL |
		AIS	MRS						
	XML								
	Web								
TOTAL		0	0	0	0	0	0		**0**

2.3. LOCODE

KLJ - Klaipeda
BOT - Butinge

3. PERFORMANCES

3.1. System availability

The availability (A) is expressed as a percentage and is calculated by dividing the amount of Operational Time (OT) by the time required to be in operation (OTR). The time required to be in operation (expressed in hours) is 24 times the numbers of days in the reporting period including all maintenance downtime. The Operational Time (OT) is OTR minus the system downtime (DT) reported in hours. Downtime is the period of time when systems fail to perform its basic function.

$$A = (OT/OTR)*100 = (1- (DT/OTR)) *100$$

3.1.1. NCA

3.1.2. LCA 99.17%

3.1.3. Reports on anomalies

4. DATA QUALITY ISSUES RESPONSE (AS PER DOC. SSN 15/6/5 -"SSN implementation and Data Quality")

4.1. Missing Port (or PortPlus) and Hazmat notifications **3%**

4.2. Missing Hazmat information **29%**

4.3. Overview of the number of Hazmat notifications sent by each MS by type of solution for providing the detailed part of the notification (XML, URL or phone/fax)

   URL 44

   XML 327

4.4. Overview of the number of Port Plus notifications reporting Hazmat data sent after ship's departure

   24%

4.5. Use of 'unknown' number of 'Persons on Board (POB)'

   0%

4.6. Overview of the percentage of Port Plus notifications reporting Hazmat data quoting as next port of call "unknown"

   0%

4.7. Overview of the percentage of Port Plus notifications sent by each MS identifying the last port of call

   89%

4.8. Rejected PortPlus messages **225**

4.9. Other issues

5. SSN TECHNICAL ISSUE RESPONSE – 2-WAY SSL STATUS

Klaipeda State Sea Port Authority already using them.

Buitinge Oil Terminal planning to start using 2-way SSL from the 1-st of Jully 2011.

6. OTHER SIGNIFICANT ACTION

MALTA

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✔	✔	✔	✔	N.A.	✔
Interface	XML	XML & WEB		XML	-	WEB
Details	Doc & Phone	-	Doc& Phone	-	-	WEB file

Data quality

- **Missing notifications: 7 out of 124 Port & 6 out of 58 Hazmat**
- **Hazmat details: 95% 🖼 & 5% ☎**

MS reply

WS comments:

To the above table:

- Working to improve the quality of data sent to SSN by adding more validating rules.

To the questions:

- Phase-out end of next month;
- ATA/ATD manually inputted by the duty operators.

NETHERLANDS

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	Temporary solution ✔	✔	✔	✔	N.A.	✔
Interface	XML & WEB			XML	-	WEB
Details	Phone	-	XML & Phone	-	-	XML, WEB file & Phone

Data quality

- Missing notifications: 5 out of 120 Port & 8 out of 73 Hazmat
- Hazmat details: 77% ☎ & 23% XML
- Unknown POB : 47% Port & 3% Hazmat

MS reply

WS comments:

To the questions:

- Phase out for Port 3Q 2011 and Hazmat 4Q 2011;
- AIS used to provide ATA/ATD. 2 types of filtering: one is based on the Ship type in AIS messages and the other on the IMO number.

NORWAY

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✔	Phased out		✔	N.A.	✔
Interface	SOAP	-	-	XML	-	WEB
Details	XML	-	-	-	-	XML, Phone & WEB file

Data quality

- Missing notifications: 4 out of 140 & 5 out of 29 Hazmat
- Hazmat details: 100%
- PortPlus: 1% of Hazmat sent after ship's departure from port (ATD)

MS reply

WS comments:

To the above table:

- Ship notifications based on AIS from the regional server (not through XML).

To the questions:

- Phase-out before the end of 2010;
- AIS not used to provide ATA/ATD.

POLAND

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✔	✔	✔	✔	✔	✔
Interface	XML & WEB			XML		WEB
Details	XML	-	XML, Doc & Phone	-	XML	Doc

Data quality

- Missing notifications: 4 out of 140 Port & 1 out of 44 Hazmat
- Hazmat details: 82% XML & 18% http
- PortPlus: 30% of Hazmat sent after ship's departure from port (ATD)
- Unknown POB : 11% Port

MS reply

WS comments:

To the above table:

- PortPlus notifications provided since December 2010;
- Since April 2011, a 24/7 NCA service has been implemented in Poland;
- Minor problems related to operational procedures: if NextPortofCall = Portof Call. Poland is trying to solve this issue.
- In the PortPlus messages 30% of Hazmat information is sent after ship's departure from port. This situation occurs as agents only work during the week (for ships departing over the weekend information will only be sent Monday).

To the questions:

- Phase out will take place as soon as some issues have been clarified (expected date in 1 or 2 months);
- ATA/ATD is manually inputted by harbour masters.

PORTUGAL

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✔	✔	✔	✔	✔ partial	✔
Interface	XML & WEB			XML	XML & WEB	WEB
Details	Doc & Phone	-	XML & Phone	-	XML, Doc & Phone	XML & WEB file

Data quality

- Missing notifications: 3 out of 130 Port & 13 out of 77 Hazmat
- MRS: WETREP not provided
- Hazmat details: 77% ☎ & 23% *XML*
- Unknown POB : 28% Port & 60% Hazmat

MS reply

- PortPlus : 1 LCA using SSN v2, other still use SSN v1 & Web interface. Alerts still send through the web application. In June 2011 change to XML format.
- AIS network: All continental coast covered & connection to REDAIS system (Azores & Madeira AIS network) until June 2011.
- Portugal could not provide general statistics indicators about Data Quality.

WS comments:

To the above table:

- Finalised the Portuguese network in January 2011;
- Only one port is providing data via XML, a second port will start providing via XML by the end of this week and others are using SSN V2 via Web services. All ports will be using XML by June 2011.
- MRS notifications being provided for the COPREP. WETREP is still on discussion.

To the questions:

- Phasing out in June 2011;
- AIS not used to provide ATA/ATD.

ROMANIA

Implementation

Notifications	PortPlus	Port	Hazmat	Ship AIS	Ship MRS	Incidents
Operational	✔	Phased out		✔	N.A.	✔
Interface	XML	-	-	XML	-	XML
Details	Doc	-	-	-	-	Doc

Data quality

- Missing notifications: 2 out of 129 Port
- Hazmat details: 100 % http//
- PortPlus: 3% of Hazmat sent after ship's departure from port (ATD)
- Unknown POB: 2% Port

MS reply

- Hazmat & Incidents: Romania stopped making automatic requests.
- Missing notifications: All due port notifications were provided.
- Hazmat details: sent referring to an url.
- PortPlus: Romania is trying to eliminate sending Hazmat after ATD.
- Unknown POB: Bug in the application which has been already corrected.
- Rejected messages: Improvements were finalised in April 2011.
- % PortPlus identifying last PortofCall: It is not a mandatory field.

WS comments:

To the above table:

- PortPlus started to be provided in December 2010;
- Romania highlighted the importance of the training provided by EMSA in Malta;

To the questions:

- AIS not used to provide ATA/ATD.

FORMAT of SafeSeaNet REPORT on SYSTEM STATUS, OPERATIONS AND QUALITY

Date of report: **27.04.2011**

Origin: **ROMANIAN NAVAL AUTHORITY**

Time period:

    01.OCTOBER.2010 – 31.MARCH.2011

7. SYSTEM STATUS AND DEVELOPMENT SCHEDULE

7.1. NCA status

7.1.1. Operational

Commissioned: October 2008

7.2. LCAs status

7.2.1. List of LCA connected to the NCA (sorted per type)

Type	LCA
Port	Dirijare trafic
Port	Capitania Constanta Nord
Port	Capitania Constanta Sud-Agigea
Port	Capitania Galati
Port	Capitania Mangalia
Port	Capitania Midia
Port	Capitania Tulcea
Port	Capitania Sulina
	Politia frontiera
PSC	PSC
	APMC
	SAR-OPRC
	ANR-IT&C
Port	Capitania Braila

7.3. Planning for new LCAs

7.4. AIS network

7.4.1. List of AIS shore base station operational

-Sulina 45N9,3894/28E38,9544

-Sf.Gheorghe 44N53,5249/29E36,2570

-Sinoe 44N38,7621/28E46,1805

-Constanţa   44N10,1777/28E39,5084

-Mangalia   43N48,3102/28E34,7451

7.4.2. Schedule development

8. SYSTEM OPERATIONS

8.1. Notifications

LCA	INTERFACE	SHIP		PORT	HAZMAT	INCIDENTS	SECURITY	PORTPLUS		TOTAL
		AIS	MRS					New	Update	
	XML	196866		1442	342	6				
	Web									
TOTAL		0	0	0	0	0	0			**0**

8.2. Requests

LCA	INTERFACE	SHIP		PORT	HAZMAT	INCIDENTS	SECURITY	SHIPCALL	TOTAL
		AIS	MRS						
	XML	120		62	2904	14511			
	Web								
TOTAL		0	0	0	0	0	0		**0**

We do not send anymore automatic requests for Hazmat and Incidents.

8.3. LOCODE

Number of LOCODE in use: 8

9. PERFORMANCES

9.1. System availability

$$A = (OT/OTR)*100 = (1- (DT/OTR)) *100$$

$$A= (1-(2/182))*100=98,9\%$$

9.1.1. NCA =98,9%

9.1.2. LCA

9.1.3. Reports on anomalies

10. DATA QUALITY ISSUES RESPONSE (AS PER DOC. SSN 15/6/5 -"SSN implementation and Data Quality")

10.1. Missing Port (or PortPlus) and Hazmat notifications

There are no missing port notifications. In two cases bunker supply vessel (auxiliary vessel) under Romanian flag delivered bunker in outer road and usually does not leave road (national territorial waters).

10.2. Missing Hazmat information

There are not missing hazmat notifications.

10.3. Overview of the number of Hazmat notifications sent by each MS by type of solution for providing the detailed part of the notification (XML, URL or phone/fax)

Most of the hazmat notifications are URL type. Only when the folders are too large, phone/fax method is used.

10.4. Overview of the number of Port Plus notifications reporting Hazmat data sent after ship's departure

We try to improve the accuracy in sending Port Plus HAZMAT notifications, in order to eliminate reporting HAZMAT data after ship's departure.

10.5. Use of 'unknown' number of 'Persons on Board (POB)'

2% of the notifications have "unknown" number of persons. This was a bug in the national application which was corrected in the meantime.

10.6. Overview of the percentage of Port Plus notifications reporting Hazmat data quoting as next port of call "unknown"

N/A.

10.7. Overview of the percentage of Port Plus notifications sent by each MS identifying the last port of call

It is not a mandatory field.

10.8. Rejected PortPlus messages

For RO the following messages were rejected in the reporting period:

- 23 messages with error "A port plus notification with the specified shipCallId [] has already been registered; sent from [UniqueId=NCAROCND1, name=Romanian Naval Authority]."

- 5 messages with error "ETDFromPortOfCall is Mandatory for notification messages including the PreArrivalNotification24HoursDetails element or the HazmatNotificationInfoEUDepartures element"

- 11 messages with error "Cancellation message is defined only for update status 'U'."

- 17 messages with error "Not compliant LOCODE"

- 1 message with error "The UpdateNotifications information is not compatible with the updateStatus [U]."

- 1 message with error "The url for the URI source is invalid"

The corrections of the system errors were finalized in April 2011.

The LOCODEs data base was corrected. Invalid LOCODEs were removed.

10.9. Other issues

11. SSN TECHNICAL ISSUE RESPONSE – 2-WAY SSL STATUS

2-way SSL is implemented since December 2010.

12. OTHER SIGNIFICANT ACTION

SLOVENIA

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✘	✔	✔	✔	✔	✔
Interface	-	XML				
Details	-	-	XML	-	XML & Doc	Doc

Data quality

- **Missing notifications: 4 out of 130 Port**
- **Hazmat details: 100%**

MS reply

WS comments:

To the above table:

- PortPlus started to be provided in April 2011; Hazmat details through P+ provided using phone & fax (expected to be changed in the next update);
- Slovenia will repeat the commissioning tests for ShipCallID.

To the questions:

- Port and Hazmat have been phased out;
- AIS not used to provide ATA/ATD.

SPAIN

Implementation

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✓	✓	✓	✓	✓ partial	✓
Interface	XML					
Details	-	-	Doc	-	Doc	

Data quality

- Missing notifications: 35 out of 126 Port & 55 out of 75 Hazmat
- MRS: CANREP & WETREP not provided
- Hazmat details: 100%
- PortPlus: 33% of Hazmat sent after ship's departure from port (ATD)
- Unknown POB : 90% Port & 93% Hazmat

MS reply

WS comments:

To the questions:

- Spain will phase out Port and Hazmat but no date is yet defined;
- AIS not used to provide ATA/ATD.

SWEDEN

Notifications	PortPlus	Port	Hazmat	Ship		Incidents
				AIS	MRS	
Operational	✔	Phased out		✔	N.A.	✔
Interface	XML	-	-	XML	-	WEB
Details	Doc	-	XML	-	-	WEB file

Data quality

- Missing notifications: 1 out of 138 Port & 7 out of 47 Hazmat
- Hazmat details: 78% http:// & 22% XML
- PortPlus: 63% of Hazmat sent after ship's departure from port (ATD)
- Unknown POB : 17% Port & 12% Hazmat

MS reply

- Missing notifications, PortPlus, Unknown POB & Rejected messages: Swedish system will be updated during May-June 2011. All of these issues will then be solved as figures are expected to improve.
- % PortPlus identifying last PortofCall: Isn't this voluntary to report?

WS comments:

To the above table:

- A new system installation will be made in May/June 2011 to solve some issues.

To the questions:

- AIS not used to provide ATA/ATD.

SafeSeaNet REPORT on SYSTEM STATUS, OPERATIONS AND QUALITY

Date of report: **2011-05-02**

Origin: **NORRKÖPING, SWEDEN**

Time period: **01.OCTOBER.2010 – 31.MARCH.2011**

1. SYSTEM STATUS AND DEVELOPMENT SCHEDULE

1.1. NCA status

1.1.1. Operational

SSN V2 commissioning tests will be repeated ASAP.

1.2. LCAs status

1.2.1. List of LCA connected to the NCA (sorted per type)

AUTHORITY TYPE	AUTHORITY NAME	LOCATION CODE
CST	MRCC	SEGOT
CST	VTS East Coast	SESOE
CST	VTS Gävle	SEGVX
CST	VTS West Coast	SEGOT

1.3. Planning for new LCAs

1.4. AIS network

1.4.1. List of AIS shore base station operational

Place, mastowner	AIS	Lat/Long	Height	Remarks
Kalix, TC	1	65.5634/23.3128	259	
Luleå,TC	1	65.3638/22.0909	111	
Skellefteå, TC	1	64.4630/20.5724	310	
Umeå, TC	1	63.5024/19.4936	486	
Mjällom, TC	1	62.5912/18.3954	316	
Sundsvall Alnön, TS	1	62.2412/17.2824	211	
Hudiksvall, TC	1	61.4224/16.5136	483	
Gävle, TC	1	60.3754/17.0800	237	
Östhammar, TC	1	60.1584/18.0456	315	
Väddö, TC	1	59.5806/18.1036	162	
Nacka, TC	1	59,1754/18.1036	324	
Kaknäs, TC	1	59,3349/18.1268	170	
Västerås, TC	1	59.3336/16.2412	263	
Södertälje,TC	1	59.1324/17.3724	141	
Torö, FM/TS	1	58.4918/17.5054	114	
Norrköping, TC	1	58.4046/16.3812	298	
Gotska Sandön, TS	1	58.2230/19.1428	81	
Visby, TC	2	57.3536/18.2236	243	
Hoburgen, FM	1	56.5612/18.1330	116	
Västervik, TC	1	57.4318/16.2548	325	
Algutsrum, VR/TC	1	56.5140/16.2548	105	
Ölands S Udde, FM/TS	1	56.1354/16.2748	86	
Karlskrona, TC	1	56.1045/15.3623	98	
Karlshamn, TC	1	56.1364/14.4668	371	
Kivik, TC	1	55.4006/14.0930	245	
Trelleborg, TS	1	55.2867/13.1552	163	

Place, mastowner	AIS	Lat/Long	Height	Remarks
Öresundsbron, ÖK	1	55.5772/12.8304	200	
Helsingborg, TC	1	56.0320/12.4265	127	
Halmstad, TC	1	56,7840/12.9328	440	
Grimeton, TC	1	57.1015/12,3841	179	
Gbg Brudarm, TC	1	57.4141/11.5418	326	
Uddevalla, TC	1	58.2246/11.4947	351	
Strömstad, TS	1	58.5542/11.1042	100	
Trollhättan, TC	1	58.1740/12.1681	141 *	
Bäckefors, TC	1	58.4619/14.1502	372 *	
Karlstad, TC	1	59.2355/13.2296	165 *	
Motala, TC	1	58.3534/15.0595	267 *	
Jönköping, TC	1	57.4619/14.1502	312 *	

1.4.2. Schedule development

2. SYSTEM OPERATIONS

2.1. Notifications

LCA	INTERFACE	SHIP		PORT	HAZMAT	INCIDENTS	SECURITY	PORTPLUS		TOTAL
		AIS	MRS					New	Update	
	XML									
	Web									
TOTAL		0	0	0	0	0	0			**0**

2.2. Requests

LCA	INTERFACE	SHIP		PORT	HAZMAT	INCIDENTS	SECURITY	SHIPCALL	TOTAL
		AIS	MRS						
	XML								
	Web								
TOTAL		0	0	0	0	0	0		**0**

2.3. LOCODE

Number of LOCODE in use: 123

3. PERFORMANCES

3.1. System availability

The availability (A) is expressed as a percentage and is calculated by dividing the amount of Operational Time (OT) by the time required to be in operation (OTR). The time required to be in operation (expressed in hours) is 24 times the numbers of days in the reporting period including all maintenance downtime. The Operational Time (OT) is OTR minus the system downtime (DT) reported in hours. Downtime is the period of time when systems fail to perform its basic function.

$$A = (OT/OTR)*100 = (1- (DT/OTR)) *100$$

3.1.1. NCA

Swedish system availability 99,85%

3.1.2. LCA

NA

3.1.3. Reports on anomalies

4. DATA QUALITY ISSUES RESPONSE (AS PER DOC. SSN 15/6/5 -"SSN implementation and Data Quality")

4.1. Missing Port (or PortPlus) and Hazmat notifications

The Swedish system will be updated during May-June and we will validate incoming information so the number of cancellations will be reduced.

Due to a massive information campaign we have improved our statistics and we will continue our efforts to contact vessels, shipping companies and agencies who neglect the rules.

4.2. Missing Hazmat information

Same as 4.1.

4.3. Overview of the number of Hazmat notifications sent by each MS by type of solution for providing the detailed part of the notification (XML, URL or phone/fax)

4.4. Overview of the number of Port Plus notifications reporting Hazmat data sent after ship's departure

These figures will be improved after our next installation in May-June.

4.5. Use of 'unknown' number of 'Persons on Board (POB)'

Same as 4.1.

4.6. Overview of the percentage of Port Plus notifications reporting Hazmat data quoting as next port of call "unknown"

4.7. Overview of the percentage of Port Plus notifications sent by each MS identifying the last port of call

Isn´t voluntary to report last port of call??

4.8. Rejected PortPlus messages

As mentioned before, the Swedish system will be updated and these rejections will not be an issue any more.

4.9. Other issues

5. SSN TECHNICAL ISSUE RESPONSE – 2-WAY SSL STATUS

Please provide the current status of 2-way SSL. In case the testing and/or implementation is still to be made please provide the estimated dates.

We are up and running.

6. OTHER SIGNIFICANT ACTION

UNITED KINGDOM

WS comments:

To the above table:

- Commissioning tests done in March 2011.
- PortPlus expect to start being provided via WEB interface in March 2012 and machine2machine by mid-2012.
- Thetis data is being manual inputted.

To the questions:

- AIS not used to provide ATA/ATD.

FORMAT of SafeSeaNet REPORT on SYSTEM STATUS, OPERATIONS AND QUALITY

Date of report: 26/04/11

Origin: UK

Time period: 01.OCTOBER.2010 – 31.MARCH.2011

1. SYSTEM STATUS AND DEVELOPMENT SCHEDULE

1.1. NCA status

1.1.1. Operational

Commissioned: date,

1.1.2. Not Operational

Under test: Describe the test result

Under development:

1.2. LCAs status

1.2.1. List of LCA connected to the NCA (sorted per type)

1.3. Planning for new LCAs

1.4. AIS network

1.4.1. List of AIS shore base station operational

1.4.2. Schedule development

2. SYSTEM OPERATIONS

2.1. Notifications

LCA	INTERFACE	SHIP		PORT	HAZMAT	INCIDENTS	SECURITY	PORTPLUS		TOTAL
		AIS	MRS					New	Update	
	XML									
	Web									
TOTAL		0	0	0	0	0	0			**0**

2.2. Requests

LCA	INTERFACE	SHIP		PORT	HAZMAT	INCIDENTS	SECURITY	SHIPCALL	TOTAL
		AIS	MRS						
	XML								
	Web								
TOTAL		0	0	0	0	0	0		**0**

2.3. LOCODE

Number of LOCODE in use:

3. PERFORMANCES

3.1. System availability

The availability (A) is expressed as a percentage and is calculated by dividing the amount of Operational Time (OT) by the time required to be in operation (OTR). The time required to be in operation (expressed in hours) is 24 times the numbers

of days in the reporting period including all maintenance downtime. The Operational Time (OT) is OTR minus the system downtime (DT) reported in hours. Downtime is the period of time when systems fail to perform its basic function.

$$A = (OT/OTR)*100 = (1- (DT/OTR)) *100$$

3.1.1. NCA

3.1.2. LCA

3.1.3. Reports on anomalies

4. DATA QUALITY ISSUES RESPONSE (AS PER DOC. SSN 15/6/5 -"SSN implementation and Data Quality")

4.1. Missing Port (or PortPlus) and Hazmat notifications

4.2. Missing Hazmat information

4.3. Overview of the number of Hazmat notifications sent by each MS by type of solution for providing the detailed part of the notification (XML, URL or phone/fax)

The UK is please to report that increased use of URL reporting and will phase out phone/fax completely with its introduction of PortPlus

4.4. **Overview of the number of Port Plus notifications reporting Hazmat data sent after ship's departure**

4.5. Use of 'unknown' number of 'Persons on Board (POB)'

The UK does not agree with the statement in 5.5 that POB = 99999 can only be sent "in exceptional cases". The requirement is merely for POB to be declare if known – we take steps to remind reporting authorities of the requirement to declare actual value of POB where they hold it.

4.6. Overview of the percentage of Port Plus notifications reporting Hazmat data quoting as next port of call "unknown"

UK is not yet covered by table 12, but while it is encountering to see high level of reports not equal to ZZUKN we would be interested to know the level of reports containing generics xx888, waypoints, and other non-specific LOCODES

4.7. Overview of the percentage of Port Plus notifications sent by each MS identifying the last port of call

4.8. Rejected PortPlus messages

4.9. **Other issues**

The data quality report does not seem to address action point 11 from SSN 14 – to cover data quality of response messages.

5.   SSN TECHNICAL ISSUE RESPONSE – 2-WAY SSL STATUS

Please provide the current status of 2-way SSL. In case the testing and/or implementation is still to be made please provide the estimated dates.

The UK implemented 2-way SSL ahead of the end of 2010 deadline – however post implementation problems have been encountered around request response functionality due to requirements from EMSA that don't appear to have been expressed during the implementation phase.

6.   OTHER SIGNIFICANT ACTION

The UK passed PortPlus commissioning tests during March 2011 and is currently progressing toward PortPlus go live in line with agreed project plans.